State Level Committee set up for the purpose. The scheme at (iv) is operated through the National Insurance Company.

(c) and (d) All these schemes are period specific and their progress is reviewed periodically which is a continuous process.

Excess Exporting Cost

1149. SHRI SANTOSH BAGRODIA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government are aware that Indian exporters pay about U.S. $ 80 equivalent to India Rs. 3300/- or so per container more than their foreign competitors in actual cash costs to move their cargo through domestic ports by way of speed money or in-charges for customs administrative procedures; and

(b) if so, how Government plans to improve the situation and reduce such costs to make Indian exporters more competitive in the world market?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI MURASOLI MARAN): (a) The Government has been receiving representations from various trade bothes on the issue of higher costs incurred on handling and moving containers at Indian ports as compared to such costs incurred at other ports in the neighbouring region. However, the government is not aware of any charges being paid by Indian exporters as speed money or charges for customs administrative procedures.

« (b) The Government is conscious of the high costs and various measures have been taken to simplify the procedures, reduce the dwell time, rationalise handling costs and bring greater efficiency at ports and other handling points. Regulatory authority i.e. Tariff Authority for Major Ports (TAMP) is already in place to regulate the charges levied by the Port Trusts. Steps are being taken to augment the port facilities through mechanisation which would result in faster movement of the cargo and reduced costs. Simplification and rationalisation of procedures has also been undertaken to encourage coastal shipping with a view to promote development of JNP as hub port and to avoid transhipment costs. Special attention has also been accorded to implement the Electronic Data Interchange (EDI) at the

Ports to cut down multiplicity of documents. The Department of Revenue ha4 taken measures to facilitate faster movement and clearance of goods at Ports. Important measures, *inter-alia,* include simplification of transhipment rules, coastal shipping, bonded trucking, rational measures for speedy clearance of export-import goods and extended coverage of different export related schemes at various ports of regulation.

Private Participation in PSUs

1150. SHRI KRISHNA KUMAR BIRLA: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether Government have identified some PSUs for private participation;

(b) if so, the details of such PSUs and the reasons for their private participation;

(c) whether Government would take steps to ensure that there is no adverse effect on workers engaged in such PSUs; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (DR. VALLABHBHAI KATHIRIA): (a) to (d) It is the policy of the Government to progressively disinvest its equity in non-strategic PSEs, duly taking measures to safeguard the interests of the workers.

Public Sector Establishements in Reserved Category

†ll51. SHRIMATI SAROJ DUBEY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether Government have kept some public sector establishments in the reserved category with the purpose of not privatising them; and

(b) if so, the details of such establishments?

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†Original notice of the question received in Hindi.